

AMENDMENTS TO THE CLAIMS

Please amend the claims as follows:

Please cancel Claims 2 and 8.

Please amend the following claims as indicated:

1. (Currently amended) An anti-roll suspension for a vehicle chassis having at least ~~two~~ one pair of laterally spaced wheels, the suspension comprising for each pair of laterally spaced wheels:

~~an axle assembly~~ a pair of axle assemblies each for rotatably mounting ~~each one~~ of a said pair of laterally spaced wheels;

each of said axle assemblies having a spring assembly supporting the chassis on ~~each of the axle assemblies;~~

a moveable arm connected between ~~the~~ each spring assembly and ~~the~~ said chassis, each said moveable arm comprising a bell crank for pivotal mounting to a vehicle chassis having one arm connected to one end of said spring assembly and another arm connected to a compensating link receiving and translating said lateral movement; and

an ~~anti-roll~~ anti-roll linkage connected to said chassis and to each ~~said~~ moveable arm, and structured to translate lateral movement of the chassis to vertical movement of each said moveable arm to the spring assembly on the down force side of the chassis so that the anti roll linkage simultaneously lifts the down force side of the chassis and lowers the up force side of the vehicle.

2. (Cancelled)

3. (Currently amended) An anti-roll suspension according to claim 2 1 wherein each said compensating link is connected to ~~at least one of said axle assemblies~~ assembly

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4. (Currently amended) An anti-roll suspension according to claim 2 1 wherein said spring ~~is~~ assembly comprises a coil compression spring normally disposed in a substantially vertical orientation.

5. (Currently amended) An anti-roll suspension according to claim 4 wherein said pair of axle assemblies are ~~embodied~~ disposed on opposite ends of an elongated rigid axle and wherein in each axle assembly said another arm to which said compensating second link is connected forms ~~to~~ a lower portion of said ~~spring assembly~~ bell crank.

6. (Currently amended) An anti-roll suspension according to claim 5 wherein each said compensating link is connected at one end to said axle.

7. (Currently amended) An anti-roll suspension according to claim 6 wherein:
for each axle assembly said movable arm comprises a pair of bell cranks disposed in parallel with a tie link connected therebetween, each of said bell cranks connected at one end to said spring assembly; and

said compensating link is connected at one end to one of said bell cranks ~~axle assembly; and~~

~~a tie link is connected between arms of said lever of each suspension assembly.~~

8. (Cancelled)

9. (Currently amended) An anti-roll suspension according to claim 3 1 wherein: at least one said pair of axle assemblies are is steerable; ~~and~~

~~each suspension assembly includes a bell crank mounted on the chassis and one said compensating link connected at one end to said bell crank.~~

10. (Currently amended) An anti-roll suspension according to claim 9 wherein each of said axle assemblies ~~are~~ is independently supported on said chassis.

11. (Original) An anti-roll suspension according to claim 10 wherein each of said spring assemblies embodies a McPherson strut.

12. (Currently amended) An anti-roll suspension according to claim ~~3~~ 1 wherein each of said spring assemblies embodies a McPherson strut.

13. (Currently amended) An anti-roll suspension ~~system~~ for a vehicle chassis ~~having according to claim 1 wherein said vehicle has~~ at least two laterally spaced front wheels and two laterally spaced rear wheels, the suspension comprising:

~~an a front pair of axle assembly assemblies~~ for mounting each of a pair of laterally spaced front wheels;

~~an a rear pair of axle assembly assemblies~~ for mounting each of a pair of laterally spaced rear ~~wheels wheels~~;

for each said axle assembly:

a spring assembly for mounting ~~each of the axle assemblies~~ said axle assembly to the chassis;

a moveable arm connected between each spring assembly and the chassis;

and

an anti roll linkage connected to said chassis and to said moveable arm, and said anti roll linkage structured to translate a lateral movement of the chassis to a vertical downward movement of said moveable arm to the spring assembly on the down force side of the chassis and a vertical upward movement of said moveable arm to the spring assembly on the up force side of the chassis so that the anti roll linkage simultaneously lifts the down force side of the chassis and lowers the up force side of the vehicle.

14. (Currently amended) An anti-roll suspension system according to claim 13 wherein each said moveable arm comprises a bell crank for pivotal mounting to a vehicle chassis, the bell crank having one arm connected to one end of said spring assembly, and

another arm connected to a compensating link receiving and translating said lateral movement.

15. (Currently amended) An anti-roll suspension according to claim 14 wherein each said compensating link is connected to at least one of said axle assemblies.

16. (Currently amended) An anti-roll suspension according to claim 15 wherein each said spring assembly comprises ~~is~~ a coil compression spring normally disposed in a substantially vertical orientation.

17. (Currently amended) An anti-roll suspension according to claim 16 wherein each of said axle assemblies ~~are~~ is independently supported on said chassis.

18. (Original) An anti-roll suspension according to claim 17 wherein each of said spring assemblies embodies a McPherson strut.

19. (Original) An anti-roll suspension according to claim 15 wherein each of said spring assemblies embodies a McPherson strut.

20. (Currently amended) An anti-roll suspension according to claim 19 wherein:
said front pair of axle assemblies are ~~said anti-roll linkage is~~ interconnected to
between said front wheels by a tie link; and
a steering box for said front wheels is mounted on said tie link.